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[Redacted]  
Buffalo, New York  
(14221)

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TO :

[Redacted]

DATE : 7 March 1967

SUBJ. : SUMMARY OF BW-3 PERSONAL  
EQUIPMENT MEETING, Feb.15-16, 1967

The following summary is our interpretation of the results of the subject meeting. These comments pertain primarily to those subjects in which our company is directly or indirectly involved.

1. Discussion of Accident Board's Recommendations

A. Seat Head-Rest Spacer Blocks

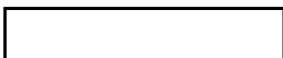
It is the consensus that spacer blocks are not necessary. Each driver was checked-out under actual cockpit conditions and found to be quite capable of touching the head-rest without spacers while the suit was unpressurized. This is the condition under which it is most important that the head be supported if ejection were necessary. The only driver who seemed to have any problem with the suit pressurized was Driver #1056. This condition does not seem to be of any major consequence. Obviously, no Test Program need be conducted with respect to this decision.

B. Non-Adjustable Shoulder Straps

During the same evaluation, measurements were taken for proposed non-adjustable (no buckles) shoulder straps. This appears to be a feasible approach to eliminate one possible "hang-up" point. Several straps of various lengths will be supplied by ADP for further evaluation. It is our opinion that no special Test Program need be conducted on this item.

On file USAF release  
instructions apply.

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C. Repositioning of Rotary Actuator

The change suggested by ADP seems to be a very good one. The Test Program outlined by ADP should be followed and retrofit of all aircraft should take place immediately thereafter.

D. Lap Belt

This is primarily an ADP responsibility; the suggestions made during the subject meeting are logical and should be followed.

- (1) During the same evaluation described in Items "A" and "B" above, we determined that the suit controller cover did not perform any useful function in protection of the controller fittings from lap belt damage. The consensus is to disregard any suit controller cover for the immediate future. The "beefed-up" fittings will tend to help the situation.

E. Parachute Modification - Neck Relief

As indicated in Item "A" above, the cockpit evaluation eliminates the need for any further consideration of this approach. We will, however, investigate a mod to protect the metal spring in the drogue chute and provide a smooth flap surface for minimum friction. Prototype will be ready for evaluation within two weeks. Minimum of static tests at ADP will be required.

2. Summary of Discussions under Session #2

A. Face Heat Battery Pack

ADP version of battery pack on the inside of the parachute back pan does not seem to be the optimum solution. Replacement of the entire back pan cover will be necessary for the replacement of any one cell. In addition, complete removal of cover is necessary to perform any and all maintenance functions.

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Detailed and extensive tests would be required to demonstrate complete compatibility with back pan configuration.

We will propose a system with a new battery pack concept within the Survival Kit to provide the same function as the ADP approach. An alternate method would be to locate the battery capsule on the outside of the back pan in the contoured section for optimum space location. A mockup will be available during the week of March 6, 1967.

B. Beacon Installation

New installation prototype of molded plastic cover will be available week of March 6th. ECP's will be submitted for approval.

A second beacon installation on the seat is being considered by ADP to provide continuity of signal from time of ejection through recovery. A minimum of four, 300 knot whirl tower tests is recommended for this new installation.

C. Parachute Controller Hose Fittings

ADP Report indicates solid fittings provide maximum factor of safety. ECP's will be provided for approval during week of March 6th.

D. Positive Visor Hold-Down

The prototype furnished by DC seems to be quite adequate to provide the desired function. Possibility of snagging of parachute lines must be of major concern in finalizing the design. This is primarily a program which requires DC followup and some flight testing.

E. Automatic Deployment

At this time a "HOLD" has been placed on any further action pertaining to the "O" Program. We have a single kit modified with an automatic actuator, but do not intend to proceed with flight evaluation. We will, however, determine a minimum test requirement for application of this device to any future program.

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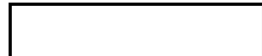


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F. "T" Handle to D-Ring

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 is to look into this subject prior to any further action.

G. Auxiliary Emergency Cooling

Emergency condition parameters will be supplied by ADP so that simulated tests can be conducted at our plant. Physiological factors will be supplied by  so that minimum emergency system requirements can be determined.

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Evaluation of the new IR Visor will be made during the simulated altitude tests. A complete Test Program will be written and submitted for approval prior to conducting actual tests. Test Program will be available by March 30, 1967.

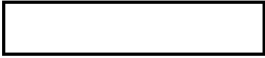
- H. Remainder of the items covered, viz., heated gloves, PPG Visor; two-stage raft; super-insulation in suit; automatic inflation device, etc. will not be detailed in this letter. We feel that these items will be covered in considerable detail by the appropriate attendees at the subject meeting, and that discussion on our part will not add significantly to the various programs.

CONCLUSION:

The meeting was organized and conducted very well. We are sure that the results will prove quite beneficial to this particular program and to future programs which have essentially the same needs.

It must be noted here that the success of any program is ultimately measured in terms of results. The fact that we have outlined the problem areas and, to some extent, indicated solutions, is only "half the battle." Continued followup and effort will be required to produce the desired results. Immediate consideration and approval of program requirements in terms of funds, schedule and direction is an essential "next step" for success.

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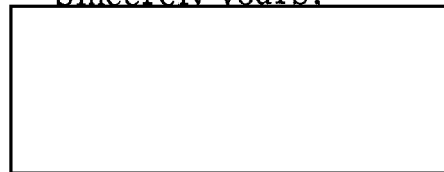
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It is suggested that a second meeting, patterned after the one just concluded, be arranged for the immediate future to review progress and/or requirements.

Please feel free to contact me if you desire any further comments on the points covered in this letter, or on those items not detailed herein.

Sincerely yours,



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PSS:cs

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